APPENDIX I - NOAA Boat Inspection
Draft 9d, August 20, 2002

A. PURPOSE.

.01 This Appendix defines minimum inspection requirements, safety standards, and the administrative procedures of the NOAA Boat Inspection process.

.02 NOAA Boat Inspection is designed to ensure standards of safety are maintained at an acceptable level to minimize risk.

B. RESPONSIBILITY.

.01 The OMAO Fleet Inspection Office is responsible for managing an inspection system for all SRVs, Class III motorboats, and qualified Class II motorboats.

.02 Senior Field Managers, or their designees, shall establish an inspection system in accordance with this Appendix for all boats not covered in item B.01 above.

.03 Responsible Persons shall ensure that boats under their purview are inspected in accordance with item C. Inspection Requirements below.

C. INSPECTION REQUIREMENTS.

.01 Timing. All boats shall receive a formal inspection annually. Periodic informal inspections are a continual and routine responsibility of boat operators.

.02 Formal Inspection. All vessels shall be inspected by an OMAO Fleet Inspector or a qualified inspector assigned or approved by the NOAA Small Boat Program.

.03 Minimum Criteria.

a. Hulls. The material condition and watertight integrity of vessel hulls, weather decks, and watertight bulkheads shall be maintained in the condition for which they were originally intended. Any modification, penetration, or repair of these areas shall include adequate measures to ensure that the vessel's original condition of watertight integrity is retained.

1. Hull Fittings. Watertight doors, hatches, covers, deck or bulkhead penetrations, and their associated equipment shall be kept in a state of preservation which ensures their suitability for the maintenance of watertight integrity.

2. Ventilation Ducts and Gooseneck Vents. Ventilation ducts and gooseneck vents of greater than 2 ½ inch diameter which penetrate the weather deck shall be provided with a positive means of closure to prevent flooding of the vessel's interior. Covers and their fastening devices shall be attached to or stowed immediately adjacent to each such vent opening.

b. Engineering Systems. Engineering systems such as propulsion, AC or DC electrical, hydraulic, pneumatic, ventilation, and piping installations shall be inspected when installed. Minimum criteria for these systems shall originate from sources listed on the Small Boat Program web site.

c. Equipment. Table I, "Minimum Small Boat Safety Equipment" lists the minimum required safety equipment that must be on board and maintained in a ready and serviceable condition before any NOAA small boat is operated.

1. Emergency Equipment. All lifesaving and firefighting equipment shall be of U.S. Coast Guard approved and/or SOLAS approved type when applicable. If SOLAS approval is not applicable then the emergency equipment shall be U.S. Coast Guard approved.

2. Other Equipment. Other Equipment specified in Table I shall be U.S. Coast Guard approved, if U.S. Coast Guard Standards are applicable to the equipment specified.

3. Communications and Navigation Electronics. Table II, "Minimum Small Boat Communication and Navigation Equipment," lists the minimum required communication and navigation electronic equipment that must be on board, and maintained in a ready and serviceable condition, before any small boat is operated.

.05 Reports. Written inspection or survey reports shall be generated for all SRVs, Class III motorboats, and Qualified Class II motorboats. Written inspection or survey reports are recommended for Class A, I, or II motorboats when numerous or significant safety issues are noted. A copy of inspection or survey reports generated by sources other than OMAO shall be forwarded to the OMAO Fleet Inspection Office.

D. OMAO INSPECTION PROCEDURE.

.01 Scheduling Inspections. Prior to each motorboat or SRV inspection the OMAO Fleet Inspection Office will contact the Responsible Person of the vessel to be inspected to schedule a mutually acceptable date and time of inspection. Approximately one month before the agreed upon inspection date, written notification of the intended inspection shall be provided to the Senior Field Manager responsible for the vessel.

.02 Inspection Attribute List. An inspection attribute list detailing areas and items to be inspected will be forwarded to the Responsible Person approximately one month prior to the Inspector's arrival.

.03 Drills. Inspectors may, depending on nature of operations or vessel size and complexity, require an underway demonstration of mission operations or emergency responses to fire, flooding, collision, man overboard, or abandon ship emergencies.

.04 Records. Records, including but not limited to the following, may be examined by the inspection team:

a. operational risk management plans;

b. vessel alterations;

c. stability letters or instructions for qualified vessels; and,

d. operator training and certification documents.

.05 Post-inspection Critique. Following completion of the on-board or on-site inspection, the Inspector will brief the Senior Field Manager and the Responsible Person on the general findings of the inspection.

.06 Inspection Report. A written report of the findings of the inspection will be sent from OMAO within 15 business days to the appropriate Deputy Assistant Administrator or Director and field activity's Senior Field Manager. The report will detail areas of deficiency as well as risks presented to personnel, vessel, environment, mission, and public relations. The report will consist only of those items previously discussed in the post-inspection critique.

.07 Response. The Senior Field Manager will file a written response indicating corrective action taken, or anticipated to be taken, with respect to the deficiencies listed in the inspection report. Senior Field Managers should indicate whether assistance is required to correct any reported deficiency. The response shall be provided to the OMAO Fleet Inspection Office within 15 business days after receipt of the inspection report.

ATTACHMENTS:

Table I - Minimum Small Boat Safety Equipment

Table II - Minimum Small Boat Communication and Navigation Equipment

TABLE I - Minimum Small Boat Safety Equipment

NOTE: This Table is based on USCG equipment carriage requirements for recreational vessels and is intended to provide minimum acceptable levels of outfitting for research motorboats and small research vessels. Additional equipment or exemptions to these requirements may be granted by the NOAA Small Boat Program on a case-by-case basis following the findings of an operational risk assessment.

EQUIPMENT	MOTORBOAT CLASSIFICATION				
	CLASS A	CLASS I	CLASS II	CLASS III	SRV
Anchor	Optional, depends on nature of operations	Optional, depends on nature of operations	One	One, as required by design calculations	
Portable Fire Extinguishers	1 Type B-I (when boat has enclosed compartment)		2 Type B-I or 1 Type B-II. A Fixed System equals one B-I	As required by application of appropriate regulation.	
NOTE: B-I type approved hand portable extinguishers contain: 1.25 to 2.33 gallons Foam, 4 to 15 pounds Carbon Dioxide, or 2 to 10 pounds Dry Chemical B-II type approved hand portable extinguishers contain: 2.5 gallons Foam, 15 pounds Carbon Dioxide, or 10 to 20 pound Dry Chemical					
Backfire Flame Arrester and Drip Pan	One approved device on each carburetor of all installed gasoline engines, not applicable to outboard engines or diesel engines.				
Navigation Lights	As described in Navigation Rules, COMDTINST M16672.2C. Direct questions regarding application of the Rules to OMAO Fleet Inspection Office.				
Oars/Paddles	One Set	One Set	None	None	None

EQUIPMENT	CLASS A	CLASS I	CLASS II	CLASS III	SRV
Magnetic Compass	None	One handheld bearing compass	One, with current deviation card	One, adjusted with current deviation card	
Ventilation	At least two ventilators fitted with cowls or their equivalent for every engine or fuel tank compartment of boats decked over using gasoline or other fuel of a flash point less than 100 degrees Fahrenheit. Boats of such construction shall also be outfitted with a powered bilge exhaust blower which has an arc resistant motor and is wired independently of the ignition starting system.			As required by application of appropriate regulation.	
Personal Flotation Devices	One appropriately sized device for every person embarked aboard.				
Ring Life Buoys or Buoyant Cushions	None	One ring life buoy or buoyant cushion.		As required by application of appropriate regulation.	
Lifeboat, Raft, or Buoyant Apparatus	None	None	None	As required by application of appropriate regulation.	
Emergency Tiller or Steering System	None	None	As required by application of appropriate regulation.		
First Aid Kit	One	One	One	One	One
NOTE: First-aid kit contents should be adequate for type of operation and skill level of personnel expected to administer first aid.					
Whistle/Horn	Some means of making an efficient sound signal audible for ½ mile for at least 4 to 6 seconds.			As required by application of appropriate regulation.	
Bell	None	None	None	One, ≥ 8" Diameter	

EQUIPMENT	CLASS A	CLASS I	CLASS II	CLASS III	SRV
Visual Distress Signals	One electric distress light or 3 combination day/night red flares when operating between sunset and sunrise.	One orange distress flag, or one electric distress light, or three hand-held or floating orange smoke signals, and One electric distress light, or three combination (day/night) red flares: hand-held, meteor, or parachute type		As required by application of appropriate regulation.	
Navigation Rules	None			One Copy	
Nautical Charts	None	One waterproof chart or chartlet covering the operations area		One of each chart covering the vessels normal operations area corrected through the most current Notice to Mariners	
Oil Placard	None			One	
Garbage Placard	None			One	

TABLE II - Minimum Small Boat Communication and Navigation Equipment.

	DISTANCE FROM SHORE OR SUPPORT VESSEL			
EQUIPMENT	Less than 2 miles within protected Bays, Sounds or Rivers	0 - 2 Miles	2 - 20 Miles	> 20 Miles[1]
VHF Radio[2]	One	One	Two	Two
HF Radio[3]	None	None	None	One
GPS or LORAN	None	One	One	One
EPIRB[4]	None	None	One	One
SART	None	None	None	One
Cellular or Satellite Phone	None	None	One	One

[1] Vessels operating greater than 20 miles from shore or support vessel may be required to comply with the provisions of the Global Maritime Distress and Safety System. GMDSS entails specific outfitting with regard to electronics such as radios capable of digital selective calling (DSC), and assignment of a Maritime Mobile Service Identity (MMSI) for each vessel's radio installation.

[2] All marine radios purchased after the effective date of this Order must have DSC capability and VHF radios must be able to receive NOAA National Weather Service SAME (Special Area Message Encoded) Marine Weather Alerts when available in the boat's operational area. Radios equipped with DSC require issuance of a MMSI number.

[3] Appropriate FCC or GMDSS radio operators licenses are required.

[4] EPIRBS equipped with a GPS receiver to transmit position of distress are highly recommended.

NOTE: RADAR and depth sounders may be recommended or required minimum equipment for qualified Class II motorboats and larger craft after evaluation of operational risks.